



Hongkong Daily Press

Sir William Crookes
Died on April 5th, 1919,
but his discovery of
RADIOACTIVITY
WILL LIVE FOR EVER.
N. LAZARUS
OPHTHALMIC OPTICIAN.
25, Queen's Road, HONGKONG.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 19,864. 號四十六百三千九萬一第 日八初月五年申庚 HONGKONG, WEDNESDAY, JUNE 23RD, 1920 三拜禮 號三十月六年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 350 lbs. net.
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NOTICE.
CALDBECK, MACGREGOR &
CO., LTD., beg to give notice
that after the 30th June, their
prices will be NETT and liable to
alteration in harmony with the
fluctuations in Exchange.

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NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded
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UNDER TAKEN.
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PEAK TEAMWAY COMPANY
LIMITED.

TIME TABLE
WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " " 9.30 " " " 10
9.30 " " 11.00 " " " 15
11.00 " " 12.30 p.m. " " " 15
12.30 p.m. to 2.30 p.m. " " " 15
2.30 " " 5.00 " " " 15
5.00 " " 8.00 " " " 10
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
SATURDAY
Extra Car—12.00 Midnight
SUNDAY
7.00 a.m. to 10.30 a.m. Every 15 minutes
10.30 " " 11.00 a.m. " " " 10
11.30 " " 12.00 noon " " " 15
12.00 noon to 1.00 p.m. " " " 10
1.00 p.m. to 5.30 p.m. " " " 15
5.30 " " 8.00 " " " 10
8.00 " " 8.30 " " " 15
8.30 " " 8.00 " " " 10
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller's Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.
On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS		No. 3 & 4	No. 5 & 6	No. 7 & 8	No. 9 & 10	No. 11 & 12	No. 13 & 14	No. 15 & 16	No. 17 & 18	No. 19 & 20	No. 21 & 22	No. 23 & 24
Stations	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through
CANTON (Tai Kwa Tsau)	dep.	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40
SHAN CHOW	arr.	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50
Shenzhen	dep.	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00
Peeling	dep.	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10
Taipei Market	dep.	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20
Taipei	dep.	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
Shatin	dep.	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40
Shatin	arr.	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50
Shatin	dep.	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00
KOWLOON	arr.	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10

UP TRAINS		No. 4 & 5	No. 6 & 7	No. 8 & 9	No. 10 & 11	No. 12 & 13	No. 14 & 15	No. 16 & 17	No. 18 & 19	No. 20 & 21	No. 22 & 23	No. 24 & 25
Stations	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through	Local	Through
SHAN CHOW	dep.	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40
Shenzhen	arr.	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50
Peeling	arr.	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00
Taipei Market	arr.	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10
Taipei	arr.	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20
Shatin	arr.	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
Shatin	dep.	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40
Shatin	arr.	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50
Shatin	dep.	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00
KOWLOON	arr.	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10

* Will stop at Taipei and Shenzhen for First-Class Passengers on Notice
being given to the guard.
NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.
SHA TAU KOK BRANCH.
a.m. a.m. p.m. p.m.
Fauling dep. 8.50 12.00 2.20 6.00 Shatin dep. 7.05 10.20 1.05 5.00
Shatin arr. 9.45 12.55 3.15 6.55 Fauling arr. 8.00 11.15 2.00 5.55
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GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 310 feet 350 feet 714 feet
Width of Entrance on bottom ... 77 " 63 " 53 "
Water on Blocks at Spring Tide ... 28 " 24 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 80 and 40 tons each, besides 180 tons Giant Crane.

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Lifting Power ... 7,700 tons 12,000 tons 15,000 tons
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Max. Breadth of Ship taken ... 28 " 28 " 30 "
Max. Draft of Ship taken ... 28 " 28 " 30 "
Floating Crane of 40 tons weight, besides 100 Ton Crane.
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Floating Crane capable of lifting 30 tons weight.
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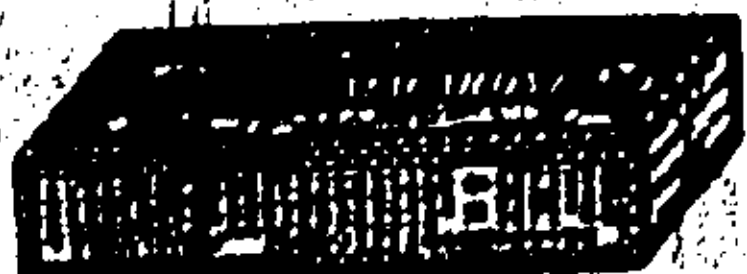
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SCOTTISH LETTER.

EARL BEATTY IN GLASGOW.

[FROM OUR OWN CORRESPONDENT.]

May 19th.
Just a year ago, Earl Haig of Bengerdy received the Freedom of Glasgow and was made an LL.D. of the University. Last week, very appropriately, Earl Beatty of the North Sea received the same honours, the greatest at the disposal of the civic and academic authorities. There were other functions, but these were the principal ones.

"A picturesque figure" was the unanimous verdict of the streets upon Earl Beatty, a "magnificent personality" was the favoured description of those present at the indoor gatherings. And what seemed to strike all those who listened to his speeches was the terse yet graceful manner of his utterance, and the modest disinterestedness of his acknowledgments and comments. Highly notable, and also highly appreciated, was his widening of the term "Service" as applied to our sea forces. "Before the war there were two Services," he said, "the Royal Navy and the Mercantile Marine; there is now only one great Service—the Service of the Sea."

In reviewing Glasgow's important part in maintaining the supremacy of Great Britain upon the seas, he mentioned that during the late war the shipbuilders of the Clyde achieved the remarkable record of building 613 men-of-war of every type, from battle-ship to destroyer and trawler, and in addition the workshops refitted no fewer than 1,203 vessels. Indeed, he said, the efficiency of the Grand Fleet and its readiness for battle depended to a considerable extent on the efficiency and industry of the shipyards of the Clyde. The general lesson which he drew from the present world situation was "The disappearance of our enemies had in no way altered the fact that the British Empire was entirely dependent upon the sea; therefore there was no sort of excuse for neglecting to insure adequately against the unforeseen."

While at the University, Earl Beatty threw out a pregnant suggestion. If there was any university in the world which should know something about sea, power and naval history, it was surely the University of Glasgow; and if it was possible to do anything towards endowing a Chair of Naval History, he was sure that the Empire would benefit thereby, for naval history and the future of the Empire went hand in hand.

A HIGHLY FUNERAL.

It is seldom that a funeral ceremony in London is conducted in the traditional Highland fashion, and the burial of Mr. James Macgilveray Watson, the veteran shanty player, therefore attracted a great deal of attention. The mourners represented nearly every Highland Society in London, and at the cemetery a pipe played "The Flowers of the Forest" and "Lochaber No More." Upon the coffin, and interred with it, were the twenty clubs and ball belonging to the deceased.

GALLIC SERVICE IN LONDON.

Of the various church services in London none is more quaint and simple than the quarterly Gaelic service in the National Scottish Church, Crown Court. Last Sunday "Gaelic Day" was again observed. The praise and the whole service were in the old language, the praise being led by a precursor who sang each line, the congregation singing after him in turn. All those present afterwards partook of tea and oatcakes in the church hall.

BUSY WAR MEMORIAL.

The Rugby Union propose that the Rugby War Memorial should take the form of an archway at the entrance of the International Ground at Inverleith, Edinburgh. A site will require to be purchased, and the cost will be so great that the scheme will take some little time to mature.

THE SHIPPING BOOM.

The shipping boom, of course, cannot last indefinitely, and the statement made the other day by a Clyde shipowner that the boom might collapse at any moment, and when current contracts are fulfilled few repeat orders can be expected, simply voices the general views of British shipbuilders. There is more tonnage afloat at present than ever before the war, and the Americans are turning out as much shipping, if not more, than we are. There is a very decided slump in freight, and owners are experiencing great difficulty in obtaining cargoes. For example, the tramp ship "E. M." is said, as the big liner companies are gradually buying up the small fry and forming big combinations. I hear, however, that there are enough contracts on the Clyde to keep the builders busy for two or three years yet.

THIRTY ABERDONIANS.

It is matter of history that the Aberdonians are thrifty folk, but, might it be asked, is it not carrying things a bit too far to plant potatoes in a cemetery? I have got beyond the age of being easily astonished, but the sight of this example of "after-the-war economy" the other day gave me a shock. The part of the ground planted was not yet "occupied," though almost next door a tombstone had been recently erected.

ST. ANDREW'S IN MAY.

Some towns express themselves more easily than others. They offer a variety of communion. St. Andrew, speaks in moods as well as memories, and never with more of the lure of beauty than on an evening in May. If you see St. Andrew in glamour, says "E. M." There is something of Peter Pan about her, something of the age that was venerable in centuries before ours, but her supreme gift is that she will never grow wholly modern. The "old grey city," yes; but she has young fresh faces too. Some of those belong to her own children; others beam from above the academic gown, worn worn here, than in most University towns, an evidence that even the Mecca does not live by goat alone.

(Continued at foot of next column.)

KING EDWARD MEMORIAL
AT HOLYROOD.THE WROUGHT-IRON GATES AND
SCREENS.

The last of the beautiful wrought iron gates and screens which are to form part of the memorial to King Edward VII. at Holyrood Palace have been dispatched to Edinburgh. The bronze statue of the monarch in the courtyard which they will enclose will be unveiled by the King during his forthcoming visit, with the Queen, to Scotland. Their Majesties have taken the keenest interest in the construction of the gates, which began in 1913.

Mr. John Starkie Gardner, under whose direction they were made, at his workshop, in South Lambeth, described them to a representative of THE TIMES. There are two main double gates, four pieces in all. They are designed in the spirit of the period of Queen Anne, when the finest examples of English and foreign ironwork were produced. The height to the eaves of the wrought iron "piers" at the top of each gate will be 26ft., and each weighs 25cwt. The wrought iron "piers" which form part of the support of the gates are of a ton weight apiece. As the central feature in the ironwork there is a bronze wreath enclosing a bronze figure of St. Andrew, 27in. high. The lion of Scotland is introduced in the centre of the overthrow, and above that the Royal monogram, "G. and M." Surmounting the whole is the lion, seated on a Scottish crown. There is a concession to England and the spirit of the Union in the roses and oak leaves embodied also in the design. Two other gates of less regal design have also been made and will be placed to open on the Canongate.

The screens number 12, and are designed somewhat after the celebrated examples at Hampton Court, and are ornamented with stag's heads and thistles, in bronze. Iron railings of plainer pattern will separate the screens. The whole will be extensively gilded. All the designs and bronze ornamentations are reproduced on the reverse or inner sides of the gates and screens, which are claimed to be the most magnificent ever made.

A noteworthy feature of the gates will be that, despite their great weight, they will be hung so as to move on hinges, and clear of the ground.

Most of the blacksmiths engaged on the work were well over military age, and their task, therefore, went steadily forward during the war. There is a rare craft and an exacting amount of labour and patience of men and horses involved in removing the gates from the workshop when completed.

It was the hour when monks of old may move, along the silent ways of their cloister, now open to the sky, above the old harbour. Linkward the ghosts of golf may come again to the puny but punitive water by the first hole for many a ball has found the Swilcan bed.

And many a man has played the said Two-More. Shadowy forms may be swinging shadowy clubs at "featheries," whose lights you may never see. If bygone cronies consort of evening either there or in the Elysian fields, or stroll out to the High Hole, or take a glimpse in memory of a stroke that went wrong at the Devil's Kitchen or the Principal's Nose, this must be their hour surely. Now if ever the call must search them out. It is the call of the green turf, the call of the old game, the call of the mood of Mecca.

THE CARNEGIE MILLIONS.

An official statement of the value of the late Mr. Andrew Carnegie's property in Scotland—the Skibo estates, with the Castle and its contents—has just been sent to America by the American Consul in Edinburgh. The amount, stated in dollars, is understood to run into the neighbourhood of seven figures.

EXCHANGING GRAIN FOR LOCOMOTIVES.

Messrs. William Beardmore & Sons, of Dalnair, Glasgow, are negotiating for the delivery of 500 locomotives for Rumania and Serbia. It is understood that arrangements are being made for the locomotives to be paid for either in part or in entirety by the deliveries of grain and oil from Rumania.

OUR COMMERCIAL AGE.

I hear that the Duke of Buccleuch has just decided to let Dalkeith Palace greenhouses and gardens, which extend to about 145 acres, for market garden purposes.

EXPERT WITNESSES.

While hearing a case the other day, Sheriff Lyell, of Glasgow, declared that all evidence must be accepted with great caution—even the evidence of experts. But why "even?"

SIR ROBERT HORNE, RACONTEUR.

Sir Robert Horne had to meet much heckling at the London Chamber of Commerce, and at the end of it all he told the story of a Glasgow couple who had courted for 14 years. They do these things very deliberately in Scotland, he remarked, and he ought to know. One evening they were out walking, and after a long time he said, "Will you marry me?" And Maggie replied, "Yes." They walked on again for miles in silence until Maggie said, "Have you nothing to say to me?" "No," replied John. "I'm thinking I've said more than enough for one night."

(Continued at foot of next column.)

THE ANGLO-JAPANESE
ALLIANCE.

A DISSENTIENT JAPANESE VOICE.

That the *Ozaka Asahi* does not join wholeheartedly in the chorus advocating the renewal of the Anglo-Japanese Alliance is clear from an editorial which appeared the other day. The *Ozaka* journal says:

"It is reported that the necessity of the continuance of the Anglo-Japanese Alliance being recognized by both Governments, the Japanese Government has decided shortly to open negotiations with the British Government in the matter. We wonder what concrete plans the Japanese authorities have for carrying on the projected negotiations. We are not absolutely opposed to the continued existence of the Alliance, but we do hold the view that it may as well be abrogated, if the alternative is that it be renewed on terms which are more disadvantageous to Japan than at present."

Needless to say, the obligations of an Alliance must not be one-sided, and it is important that both sides should derive benefits from it in equal proportion. That the Anglo-Japanese Alliance does not quite answer these conditions is clear from the fact that Japan cannot count on any assistance from her Ally should armed pressure be brought by America to bear upon her. The only benefit which Japan can derive from the continuance of the Alliance in these circumstances would be the prevention of Japan from being reduced to a position of isolation, diplomatically. This shows that the benefit to be derived from the continuance of the Alliance in these circumstances would be the prevention of Japan from being reduced to a position of isolation, diplomatically. This shows that the benefit which the renewal of the Alliance may confer on Japan are not practical, but moral. It appears that some Japanese statesmen advocate the renewal of the Alliance in the belief that it would add to Japan's prestige in the eyes of China and other Powers, but when it is remembered that the existing Anglo-Japanese relations did not deter China from repudiating the Versailles Treaty, and do not seem to be effective in preventing China from laying the Shantung issue before the League of Nations, it may well be doubted how much increase of prestige Japan can expect from the renewal of the pact.

What must be most seriously considered by the Japanese people are the obligations the Alliance imposes upon Japan. It is superfluous to say that while conferring benefits on Japan the Alliance throws heavy obligations on her shoulders. Had the Katsura Cabinet decided to abandon the Alliance, which it decided to continue in its present form, Japan would have been spared the obligation of participating in the European War. At least she would have been in a position to avoid entering into it at the initial stage, and she may have been able to join in it, like America, when the war had made some progress, which would have placed her in a much more favourable position, commercially and diplomatically. (This is to say, Japan would have been able, for instance, to bargain for a free hand in China. It seems to be forgotten by the *Asahi*, however, that in this case Tsingtau would in all probability have been reduced without her assistance.) Not only has Japan spent over a thousand million yen through her faithful observance of treaty obligations, but she was compelled to undertake the Siberian expedition, which was devised by the Japanese people. If Japan had agreed to the original proposal of the British Government, a large body of Japanese troops would have been sent beyond the Ural mountains, instead of the expedition being limited to the districts east of the Baikal, with the natural result that huge sums of war expenditure were wasted. The original object of the Japanese expedition was subsequently altered more than once by the military party, who are blind to the general trend of the world affairs, and it has become unpopular even among the British people, who took the initiative in advocating it. At any rate, the fact must not be lost sight of that the Siberian expedition undertaken by the Japanese Government is to be traced to the Anglo-Japanese Alliance. There is no saying but that a second Siberian affair may occur in future in a region which is far more removed from Japan. Apparently the reference is to India.

This is a contingency which must be most seriously considered by the Japanese people in discussing the advisability or otherwise of the continuance of the Anglo-Japanese Alliance. The *Asahi* goes on to remark that the time chances to be unfavourable for Japan to expect the renewal of the Alliance on any advantageous terms. When the Alliance was first concluded there was a possibility of Japan joining hands with Russia, and this was a strong card in the hands of the Japanese authorities in conducting negotiations with the British Government, but at the present time Japan has no such card. This consideration, coupled with the mean opinion it has of the ability of the Japanese diplomats generally, makes the *Ozaka* journal despair of the renewal of the Alliance on terms favourable to Japan. In the opinion of our vernacular contemporary, the obligation Japan assumes under the Alliance in force to go to the assistance of India when the peace of that country is threatened from outside is a weighty one. Some may argue that Japan undertakes this obligation only when India is invaded by a foreign enemy, and that she is free from all duty when the trouble in that country is domestic. But it must be remembered that in these days it is sometimes very difficult to distinguish between foreign invasion and civil strife. The influence of the British Empire was, moreover, greatly expanded in the East during the war, and the disturbances in Russia have resulted in spreading the British influence all over Persia. Britain has also an eye on the plains of Mesopotamia and other neighbouring regions, and it is not difficult to predict that in negotiating for the renewal of the Alliance Lord Curzon, the Secretary of State for Foreign Affairs, an Imperialist who was formerly the Viceroy of India, will demand that the scope of the Alliance should be extended to those regions. But it is wise policy for Japan to acquiesce in such a demand. The obligations of the Alliance are too heavy on the side of Japan even at the present time, and therefore, the acceptance of such a demand would make Japan's position not only still worse, but it would lead Japan to a dangerous and venture one road. Translated by Japan Chronicle.

SOVIET PACT WITH TURKS.
INTRIGUE AGAINST PEACE
TERMS.

The *Times* special correspondent in the Middle East, wrote from Teheran, on May 7th:

The *Tiflis* newspapers lately published the text of a military convention which is said to have been concluded between the Soviet Government of Russia and Mustafa Kemal's Turkish Nationalist organization.

The Convention consists of 10 articles. The Nationalist forces refuse adherence to any Allied terms involving diminished Turkish sovereignty, the territory of Constantinople is to be Turkish, the Straits free, the fortifications of the Dardanelles and the Bosphorus are to be destroyed, and Soviet Russia is to give moral and material aid to Turkey if the latter is obliged to defend herself against the Allies. Russia is to support the independence and self-determination of Muslim countries.

The Muslim signatories of the present Convention pledge themselves to introduce in their respective countries the same regime as is established in Soviet Russia. The Turkish Nationalist forces undertake to deliver all the refugees in Turkey accused of high treason against Soviet Russia. The Turkish forces are to begin forthwith military operations at Mosul and on the Turco-Armenian frontier.

The present Convention is to be confirmed by the Ottoman Government and the Sultan, its duration to be 20 years, and the Republic of Azerbaijan is to be a party. It is signed for the Soviet Government by the deputies of the Foreign Commissary, Panotky and Tzotoff; for Turkey by Riza Shems-ed-Din, Beha Tewfik Haurullahi, and Ramzi Beg. These latter describe themselves also as representatives of Azerbaijan.

I understand that there is a considerable exodus of Europeans from Tiflis and Baku to Batum. Neither Georgia nor Armenia has yet accepted the Soviet ultimatum involving the establishment of Soviets and the surrender of refugees, but a prolonged refusal is considered unlikely.

ROAD-MAKING IN JAPAN.
PROTEST AGAINST EMPLOYING
FOREIGN ENGINEERS.

Nobody who has recently visited Japan will dispute the fact that in the matter of road maintenance Japan has a very great deal to learn. Constant criticism has resulted in the formulation of a big scheme of road construction, towards the cost of which the Emperor himself has contributed 2,000,000 yen. We read, however, that Japanese engineers are indignant regarding a proposal that has been brought forward by the Municipal authorities to engage the services of three American expert engineers, ten assistants and 25 experienced workmen for the improvement of the Tokyo roads. The Japanese engineers look upon the suggestion as an insult to Japanese in the engineering profession, and allege that it would be little less than a national disgrace if the scheme of the Municipality is carried through, contending that Japanese engineers are quite competent to undertake the task. They threaten to create an agitation against the plan, if the Municipal authorities persist in their original proposal.

The fact of the matter is, says the *Japan Advertiser*, that Mr. Samuel Hill, the advocate of good roads, when in Japan, made such an impression on the City Fathers that the latter decided to avail themselves of the knowledge of American experts and intended getting reliable and capable men through Mr. Hill.

Comparatively few Japanese have a practical knowledge of road-making. Although they have studied civil engineering in school," said Mr. Nagai, one of Tokyo's deputy mayors. "Since practical work necessitates experience there is no harm at all in getting American experts, and the suggestion that this would be equivalent to a national disgrace is absurd."

ARMENIA AND THE SOVIET.
RUSSIAN STATE TREASURE AS
BRIBE.

PARIS, May 23rd.
According to information here Karakhan, Vice-Commissary of the Soviet Foreign Ministry, has proposed to the Armenian Government at Erivan that it shall undertake to refrain from any hostile action against Soviet Russia. It proposes that commercial and diplomatic relations shall at once be renewed between the two countries, and that the Armenian Communists recently arrested in Armenia shall be released.

The condition is laid down that Armenia shall offer no sanctuary to deserters from the Russian Volunteer Army. In return for this undertaking the Moscow Government will hand over to the Republic of Erivan its share of the Russian State treasure.

Another version of the Bolsheviks' reported overtures to Armenia was given by the *Times* Constantinople Correspondent on May 25th. According to this, Armenia was asked to accept Soviet control of its foreign policy, and in return Russia promised armed assistance to ensure Armenia's independence and to obtain the same territorial concessions as the Entente is willing to grant. The *Times*.

A MISCHIEF-MAKING AMAB. INCIDENT IN KOWLOON.

TALE OF A SUPPOSED MURDER

At the Magistrate's, yesterday, Mr. F. E. Engelbrecht, of No. 2, Humphrey's Building, Kowloon, summoned a Chinese amab for trespass and for behaving in a riotous and disorderly manner which might have resulted in a breach of the peace.

Mr. Engelbrecht told the Magistrate that the amab was not employed by him, but lived in a house at the back of his premises. "She had been continually giving him trouble in connection with servants, to whom she represented him as a hard task-master and one who beat them. He assured the Magistrate that his servants were always the best paid in Kowloon. She had never been in his employ and had never entered his house before the day complained of. The reason why she knew what was happening in his house, was because she was able to look into it from her room. On June 13th, he returned home from his ship and his wife complained to him that an assistant of the washerman had come to his house for the clothes and struck her on the breast. He was very angry and sent for the washerman and said to him: "You must remember to respect my wife in this place." He agreed that he had spoken angrily to the man who promised to go back, give his wife a thrashing and then discharge him. Witness told the washerman not to send a man like that again to his house. He then went to sleep and a few minutes later heard Police whistles blown. He went to the verandah and saw a detective and two other Chinese, with a detective, trying to enter his premises. The detective wanted to arrest him. There were about 100 to 1,000 persons, surrounding his house, and witness became afraid. He wrote to the Police, sending the message by a boy. Whilst the boy was away an Indian policeman came up to him and asked him whether he knew a Police whistle. He said "No," he did not have a whistle in his house. The detective then said the blow the whistle as he imagined that a murder had been committed in the house, and, being a good-hearted person, did not want to see anyone suffer. That same night the crowd was still collected around the place and being afraid, witness once more wrote to the police. Detectives came to the house and made enquiries and it was then ascertained that the presence of the crowd was due to a rumour which had been freely circulated that he had murdered his amab, had cut the body into slices and had thrown the pieces into the fire. Witness thought that he was in great danger from the crowd. Two women, and a man, who was at the bottom of the trouble, were arrested for causing a disturbance. Witness was asked to go to the Police Station and said he would on one condition—that some detectives were placed to guard his wife and child. The reason for the supposed murder was alleged to be the fact that the amab had killed his child by dropping it on the floor. The Police then told him there was no necessity to go to the station. His amab, an Annamite, had been threatened by defendant that she should come to Court and swore that she had been assaulted by him, the other amabs would attack her. His servants had told the Police that he was very kind to them. The reason for the trouble, he believed, was due to his engaging Annamite servants.

Defendant said she heard a noise as if some one was being murdered and she flew the whistle. She did not break into his house or circulate any rumours about murder. She considered it her duty to rescue people from danger.

Mr. Smith fined her \$5 and ordered her to be bound over in \$50 to keep the peace for six months.

Complainant: Can I not a favour from the Court? This woman is giving me a lot of trouble.

Mr. Smith: She is bound over and if she gives trouble again she will go to the Court.

TRUCULENT RICKSHA-COOLIE
A Chinese ricksha-coolie, was charged at the Magistrate's, yesterday, with assaulting a Chinese, with demanding more than the legal fare, and with damaging clothing. Inspector Kent said that the ricksha was engaged at No. 7 Station to take a "fare" to Happy Retreat. The legal fare was 20 cents, but the coolie was given thirty cents. "He was not satisfied," said the "fare" and tore his clothing. Complainant took the coolie's rain screen and went to the station, but defendant turned before him and reported that the coolie had been stolen.

Defendant said complainant tore the clothing himself.

He was fined \$5 and ordered to pay \$4 compensation to complainant.

MINISTERING CHILDREN'S LEAGUE

A meeting of the members of the Ministering Children's League was held at Government House, yesterday, Lady Stubbs presiding. About 40 ladies were present. A reporter of the *Daily Press* was informed by Mrs. Lewis, the Secretary, after consultation with Lady Stubbs, that the meeting was a private one although it had been publicly advertised. The following Report was subsequently supplied by the Secretary:—

The general meeting of the members of the Ministering Children's League was held to-day at Government House and was well attended. The chair was taken by Lady Stubbs.

It was decided that in future the work of the Society should be carried on under the name of "The Hongkong Women's Guild and Ministering Children's League."

The Executive Committee for the ensuing year was elected and bye-laws for the internal management of the Society were passed.

The Executive Committee were empowered to take the necessary steps for organizing the Annual Fete to be held in October next and details of the same will be published at an early date.

This concluded the business of the meeting.

THE HUMPHREY BISHOP CO.

WANTED—A DONKEY.

The Humphrey Bishop Co. arrived in the Colony yesterday on the *Nikko Maru*. They are opening at the Theatre Royal to-morrow night. Among the attractions which the Company are presenting during their season here will be the Pantomime "Ali Baba and the Forty Thieves. To the best of our belief, this will be the first time a real old English Pantomime has been seen in the Colony. The Company first produced this piece last Christmas in Baghdad, the original scene of this story. Being actually on the spot, the Humphrey Bishop Co., had a unique opportunity of getting the correct atmosphere for the scenery, dresses, etc. Owing to the difficulty of overcoming the quarantine regulations it has been impossible to bring with them a very necessary member of the cast, a donkey, and if anyone in Hongkong has a donkey and would be willing to lend him Mr. Bishop would be very grateful.

Arrangements have been made whereby during the Company's season, Messrs. Wiseman will supply iced drinks, ice cream and other light refreshments during the interval in the ante room and verandah at the side of the Dress Circle. Seatholders from any part of the house are allowed to avail themselves of this convenience but no refreshments will be served in the auditorium.

POLICE PARS.

MOTOR-CAR ACCIDENT.

A Chinese youth was run over by motor car No. 190 on Monday and is now in hospital.

FALL FROM A LADDER.

While standing on a ladder, time washing a house, a Chinese slipped from it and fell, receiving several injuries.

ROW ON A STEAMER.

As a result of a quarrel on a steamer a Chinese was stabbed in the back by a man who is now in custody.

STABBING.

A Sanitary Department coolie has been sent to hospital, suffering from stab wounds on the body, inflicted by a man who is now in custody.

ABANDONED BABY.

A baby, one month old, was found abandoned near the Kung Wah Hospital. It was removed to the Italian convent branch at Shanghai Street where it died.

STEALING A FOUNTAIN PEN.

A Chinese was charged at the Magistrate's, yesterday, with stealing a fountain pen belonging to a Filipino young man. Complainant was walking along Queen's Road when defendant snatched the pen. He was immediately arrested and taken to the station where it was discovered that he had a second pen in his possession. He was unable to explain how he came into possession of the second pen and was sentenced to three months' hard labour.

PEKING NOTES.

FROM OUR OWN CORRESPONDENT.

Peking, June 12th.

THE POLITICAL CRISIS.

Events have followed each other with startling rapidity this week. Scarcely have General Wu Pei-fu's troops started to move out of Hunan when it is announced that the Southern forces have not treated the evacuated areas as neutral zones but have actually occupied them. There were reports of the Northern forces having re-occupied lost cities, which may or may not have been true, but to-day we have the startling intelligence that Changsha has fallen, and that General Chang Ching-yao, the Northern commander, has fled, taking a rest en route before he comes to Peking to receive the publication which he says, he is entitled to, because of his failure to hold the capital of his province against the Southern invaders. In a way something like this was to have been anticipated from the outset when it was announced that General Wu Pei-fu had decided to withdraw his troops from Southern Hunan, against the expressed wish of the Government, but with the authority of the superior whom he acknowledged, General Tso Kun. The move was obviously directed against the unpopular Tschun of Hunan and was no doubt also part of a larger plan to offer Marshal Tuan Chi-jui's badly restrained aggressiveness against the South. Complicating the issue thus raised is the attitude of the rival groups of the Southern Administration. Each one telegraphs the Government that on no account must the latter recognise its rival, and in consequence the Government has been seriously embarrassed, though it must be admitted that the Government's reply was very clever and cogent. It stated that inasmuch as it never recognised the authority of any section in the South to object to the appointment of Wang Liang as Northern delegate, it could not permit any one section in the South to order it to recognise any sectional appointment of southern delegate. Anfuists wish to insist upon Wang Liang, who has reached an understanding with Tang Shao-yi and company, a proceeding which does not seem to be altogether unreasonable; but on the other hand the Government does not appreciate breaking off the separate negotiations conducted with other interests with a view to peace. How far the Government, or rather the President, is in sympathy with the action of the South in driving Chang Ching-yao out of Hunan it is difficult to say, and it is the belief, nay, the certain knowledge, that the rival sections of the South have their supporters in the North, accounting for the split in the Peiyang party itself, which makes it difficult to speak with the old time clearness of the different ideas represented by the North and by the South. While the population of Peking is undoubtedly in a state of panic, fearing that a dreaded coup d'etat would be brought about before the Dragon Boat Festival, it must be admitted that the prospects of such trouble are no longer what they were. It is true that Little Hsu is coming or has come to Peking from his Mongolian stronghold, but it is no less true that General Chang Tso-lin is coming from Mukden, facts which indicate that the parties are more inclined to talk over and smooth out their differences than indulge in profitless warfare. Almost at the same time we hear that the Szechuanese, getting tired of their squatters from Yunnan and Kweichow, have started to drive them out of the province, and seem to have made considerable progress in this direction. How far the Szechuanese have acted under the advice of Tuan Chi-jui and how far the Yunnanese, in driving Chang Ching-yao out of Hunan, have acted under the advice of the Presidential office will perhaps never be known, but it has to be borne in mind that the influences suggested have been at work, not at all clearly but with undoubted certainty.

The Dragon Boat Festival is not the nightmare that it was thought to be to the Government. The obligations to be met at this settling day can be satisfactorily discharged, but at a heavy price. Local banks are producing three and a half million dollars for which they receive an equivalent amount of Treasury Bills and at the same time have the Customs and Salt surplus, revenues hypothecated against the loan, which carries interest at no less than 15 per cent., the period being only ten months. Another two millions will be raised from the same source (Continued at foot of next column).

MR. VANDERLIP ON THE FAR EAST.

AMERICA'S RESPONSIBILITY.

Mr. Frank A. Vanderlip, in an address before the California Civil League on June 1st, declared that he felt that the political chaos in the Far East is much greater than the American people realize. I doubt if there is any adequate conception in the United States," said Mr. Vanderlip, "of the disorganization which exists in half the world to-day as a result of the policy of the United States. We have a responsibility that ought to lead to more than constructive criticism. There is the vast bulk of China without Government and held back by primitive political and commercial conditions. In all the territories between the Pacific Ocean and Lake Baikal there is little evidence of effective Government. Manchuria and Mongolia share in the disturbed state of that part of the world. Americans must overcome their disinclination to feel that the United States has a national responsibility to lead Europe and the rest of the world to better conditions through economic recovery."

banks secured on the Wine and Tobacco revenues, and it is expected that the Salt and Customs surpluses for the month of May will be released in good time, thus making up the eleven or twelve millions required by Dragon Boat Festival Day. That the national monies of the country should be squandered in such a manner is nothing short of scandalous and should rouse public opinion to the necessity for the Consortium with a system of accounting in the national interest.

THE HONGKONG AFFAIR.

It is interesting to learn both from Chinese and Japanese sources that the Foochow affair is on a fair way to being amicably settled; at least this is the hope to which the conciliatory private conversations now in progress give rise.

No such prospects are offered by the Shantung issue. China is inclined to leave her case with the League of Nations, and Japan does not see how, in view of China's unwillingness to negotiate regarding the return of Kaichow, the matter can be approached with any prospect of settlement. It was thought at one time that Japan might view the retrocession of Yingtao and the withdrawal of Japanese troops guarding the Shantung railways as separate issues, but this anticipation is destroyed by the reports from Tokyo which declare that the Government is not prepared to treat the matters separately.

THE AMERICAN MINISTER.

His Excellency the American Minister presented his credentials to the President this morning, the ceremony being attended by a full muster from the U.S. Legation. Mr. Crane in his speech commented on the changes he saw in China compared with his first visit. In the afternoon he attended the graduation ceremony at Tsinghua College, and in the afternoon he was the guest of the American Association at dinner at the Grand Hotel des Wagons Lits.

TREATY WITH PERIA.

It is interesting that another treaty in which China does not concede the principle of extra-territoriality was concluded this week, the other contracting party being Peria. The treaty was signed in Rome.

CZECHO-SLOVAKIA.

Negotiations have commenced for a commercial treaty between Czechoslovakia and China. This, when concluded, ought to be most interesting, as it will be the first in which a European country is not given extra-territorial privileges in China.

DISAPPEARANCE OF JEWELLERY.

WOMAN BROKER'S TALE OF DRUGGED DRINK.

An interesting story of the disappearance of a large quantity of jewellery, valued at over \$4,000, was related at the Magistrate's, yesterday, when a Chinese woman was charged with conspiring to defraud certain persons of the same, and with misappropriation.

Mr. A. E. Hall presented. The facts of the case were to the effect that the woman, who was a broker in jewellery, visited persons, whom she knew and told them that she had offers for a certain amount of jewellery, which could be profitably sold. The people, knowing her to have acted in the capacity of a broker before, entrusted her with the jewellery and to their surprise the next day the woman informed them that while she was walking along the street she met another woman who invited her to her house for a cup of soup. She drank the soup and became unconscious and when she woke up she found the bag of jewellery had disappeared.

After hearing evidence the case was adjourned till Friday.

LANE, CRAWFORD & CO.

"PURITY CROSS"
SAVOURIES AND ENTREES
made with a refined sense of niceties
"The more you eat.—The more you want."
CREAMED FINNAN HADDIE au GRATIN
35c. and 65c. per tin.
CREAMED CODFISH
30c. and 55c. per tin.
CREAMED CHICKEN a la KING
40c. and 70c. per tin.
LOBSTER a la NEWBURG
50c. and \$1 per tin.
WELSH RABBIT
40c. and 65c. per tin.
SPAGHETTI ITALIAN STYLE
35c. per tin.
GRACED SPAGHETTI
35c. per tin.

LANE, CRAWFORD & CO.

CARRERAS TOBACCOS.
CROMWELL MIXTURE PER 4oz. TIN 1.50
This is a new Mixture that Carriers have just invented.
SIL PHILLIPS MIXTURE " " 1.50
HANKEYS " " 1.30
MUGGES " " .90
CRAVEN " " 1.00
LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS
A2360 PIZZICATO-POLKA XYLOPHONE SOLO HOWARD KOPP
PATRIOTIC MARCH BELL & BELLS
A2260 MAUDIE MAZURKA BELL & BELLS
MIDSUMMER BELLS
A2118 CLAUDIA XYLOPHONE SOLO
CLOVERLAND VIOLIN SOLO ORQUESTA DE SALON
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The Anderson Music Co., Ltd.,
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GENTLEMEN'S COMPLETE OUTFITTERS.

THE HOUSE FOR THE BEST SELECTION OF

SUN HELMETS

SMART AND USEFUL SHAPES,
SUPERIOR IN QUALITY AND FINISH.

NEW ADVERTISEMENTS

THE SUELL TRANSPORT & TRADING CO., LTD.

ACCORDING to telegraphic information received from London, The SUELL TRANSPORT & TRADING CO., LTD. have declared a Dividend of 5/- per Share on Ordinary Shares of the Company, payable on the 5th July, against Coupon No. 34.

The Company is making a new issue at par of one share in two. For new shares Coupon No. 35 must be surrendered to Lloyd's Bank, 39 Threadneedle Street, London, to claim rights and that coupon will not be usable for dividend purposes.

FOR THE ASIATIC PETROLEUM CO. (S.S.) LTD.
N. L. WATSON.
Hongkong, June 22nd, 1920. [1008]

INTIMATIONS

G. R. NOTICE.

AGENTS for VEHICLES and their DRIVERS are renewable on July 1st, 1920, as follows:—

All Motor Vehicles, Motor Vehicle Drivers, Trucks, Carts, and Vans. Regulation embossed number plates for all Motor vehicles will be ready for issue on the 1st proximo, costing \$2.00 per set. They will be issued with the vehicle licence.

P. P. J. WOODHOUSE,
Captain Superintendent of Police.
Hongkong, June 21st, 1920. [1004]

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

Letters are lying at this Office for
[Box]

INTIMATION

WATSON'S

PRICKLY HEAT

LOTION

AND

PRICKLY HEAT

POWDER

an infallible remedy—immediately
relieves the irritation and effects a
speedy cure.

MOSCATINE.

A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
and Sand Flies.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

REPULSE BAY HOTEL.

WEDNESDAY, JUNE 23RD:

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, JUNE 26TH:

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 27TH:

ORCHESTRAL CONCERTS DURING

TEA AND AFTERNOON.

FLYING:—

SUNDAY, JUNE 27TH.

(Weather permitting)

Tickets for flights and full particulars may be obtained at the HONGKONG HOTEL MAIN OFFICE, or at REPULSE BAY HOTEL.

J. H. TAGGART, Manager. [210]

CHAUFFEURS!

CHAUFFEURS!!

Applications are invited from
respectable and intelligent Indians
and Chinese to join a class being
formed to train Chauffeurs. A limited
number only can be accepted.

The training, which will include
care and upkeep of a car as well
as the driving lessons, will cover a
period of about three months.

For further particulars apply:—

THE DRAGON MOTOR CAR CO.

(The European Garage)

TEL. 482 & 3552 24, Des Vaux Road Central

TELE. 482 & 3552.

[204]

NOTICE TO CONSIGNEES.

The Steamship "PERNA"

FROM TRIESTE, PORT SAID, ADEN

& SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Ltd. at Kowloon, whence and/or
from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 2nd
inst.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 23rd
inst. will be subject to rent.

All claims against the steamer must be
presented to the Underwriter on or before
the 10th inst., or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 23rd inst., at 10 A.M.
by Messrs. Goddard & Douglas.

No Fire Insurance has been effected
bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents.
Hongkong, June 15th, 1920. [606]

VICTORIA CAFE LIMITED.

TAKE NOTICE that an EXTRA-

ORDINARY MEETING of the above-

named Company will be held at the Company's

Office 24, Des Vaux Road Central, Victoria

in the Colony of Hongkong, at 6 P.M. on

MONDAY, JUNE 23rd, for the purpose of

considering the business affairs of the

Company.
Dated this 19th day of June, 1920. [1087]

CORRUGATED IRON GODOWN at

Yau Ma Tei.

Apply to—

THE HONGKONG LAND RECLAMA-

TION CO., LTD. [1040]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

(S.S.) LTD.,

Alexandra Buildings.

FOR SALE.

NEW and COMPLETE PLANT including

Widley Table for crushing and

concentrating Ore. Just arrived.

For particulars apply to—

CARYLHO & COMPANY,

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Corner of Hailong & Hainan Roads.

Tel. 1 & 2.

Tel. Address: Palace.

TWO Minutes from Ferry and Railway

station. This Hotel which has just been

completely renovated and furnished is

now up-to-date in every respect and under

English Management.

Union under personal supervision of the

Proprietor.

BAB AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangement for Families on

Application to—

J. H. OXBERRY,

Proprietor. [77]

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FOR the use of all Men of the Mercantile

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Reading and Writing Rooms, Billiard Room

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HONGKONG.

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IS THE AUCTIONEER.

FRENCH LESSONS

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OF

CHINA JAPAN STRAITS SETTLE

MENTS IND-CHINA, PHILIPPINES

Etc.

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58th ANNUAL EDITION

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T-11 R

Directory of the Far East.

WANTED.

POSITION WANTED as GENERAL

OFFICE ASSISTANT, Salesman

Correspondent or Interpreter by Experienced

Gentleman. Apply to Box J. "Daily Press"

Office. [103]

UNION INSURANCE SOCIETY OF

CANTON LIMITED.

THE CERTIFICATE No. 1571 for one

silver share No. 45 now converted into 5

gold shares in this Society standing in the

name of Messrs. D. W. Hall & Co., of London,

has been LOST, and if at the expiration of one

month from the date hereof the above document

be not forthcoming the said certificate will be

deemed cancelled and of no effect and a cer-

tificate for the 5 gold shares will be issued in its

stead by the Society.

PAUL LAUDER,

for General Manager, 1050

Hongkong, June 10th, 1920.

Messrs. LAMBERT BROS. are instructed

to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong

under an

Order of the Court

by

PUBLIC AUCTION

on

MONDAY,

the 28th day of June, 1920, at 3 o'clock P.M.

IN ONE LOT

at their Auction Rooms, in Duddell Street.

The Ship is a British ship registered at

Hongkong of 2208 tons Gross and of

25071 Registered tonnage and was built by

W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs.

Lamport Bros., the Auctioneers.

For further particulars

Apply to—

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Duddell Street. 1018

INDO-CHINA STEAM NAVIGATION

CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees

of cargo by her are hereby informed that all

goods are being landed at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Limited, whence and/or from the

wharves, delivery may be obtained.

Goods not cleared by the 25th June, will

be subject to rent.

All broken, chafed and damaged packages are

to be left in the Godowns where they will be

examined. Claims against the steamer must be

presented within 10 days of arrival otherwise

they will not be recognized.

No Fire Insurance will be effected by us in

any case whatever.

Bills of Lading will be countersigned by

JAIDINE, MATTHESON & CO., LTD.,

General Managers. [1052]

Hongkong, June 18th, 1920.

NOTICE TO CONSIGNEES.

THE P. & O. S. S. Co.'s Steamer

"DEVANHA"

Arrived Hongkong on June 20th, 1920.

FROM LONDON, GIBRALTAR, MARSEIL-

LES, PORT SAID, ADEN, BOMBAY,

COLOMBO & STRAITS.

Consignees of Cargo by the above-named

steamer are hereby informed that their goods are

being landed and placed in transit into the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignment will be sorted out Mark by Mark

and delivery may be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions have been given to the contrary.

Goods not cleared within 8 days, including

date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged packages must be left in the Go-

dows for examination by the Consignees, and

the Company's Surveyors, Messrs. GODDARD

& DOUGLAS, at 10 A.M. on MONDAY and

TUESDAY.

All Claims must be presented within ten

days of the steamer's arrival here after which

days they cannot be recognized.

No Claims will be admitted after the

goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,

Agents.
Hongkong, June 20th, 1920. [1005]

The Daily Press.

HONGKONG, JUNE 23RD, 1920.

THE HOME MAILS.

With two Home mails reaching the

Colony within a few days, we must begin

to believe that we are at last "getting

back to normal." At all events it is

satisfactory to see that the outcry raised

in the Far East since the termination of

the war concerning the unsatisfactory mail

service has had some effect. There is still

room, however, for great improvement, as

the Postmaster General in London was

reminded less than a fortnight ago in the

House of Commons by Mr. GERRARD

STEWART who affirmed that the slow and

irregular postal service to China was

inconveniencing British residents in this

part of the world. Mr. LINGWORTH's reply

was to the effect that recent improve-

ments in the mail service, via Suez, enabled

him to provide a better service to China.

The mails were now being sent out by

the Peninsular and Oriental packet, via

India, each week; except when there was a

through service to China, via Canada,

connecting with the Empress steamer.

The Pacific mails were now arriving more

regularly and more quickly. There was

no immediate prospect of a direct weekly

service to China, except by the two lines

mentioned, but mails to China were

already being conveyed regularly each

week as far as Singapore via Bombay and

Negapatam, and communication between

Singapore and Hongkong and Shanghai

was frequent. For this improvement we

have largely to thank the Hongkong

(General Chamber of Commerce and our

own Postmaster General. The last annual

Report of the Chamber shows how

persistent were the representations made to

London last year. The final suggestion

made from this end last year was:—"Send

by Blue Funnel steamer every Thursday

unless you can make certain of a regular

weekly service via Bombay-Negapatam,"

but although the mails would frequently

arrive here quicker by Blue Funnel

steamer, they were generally to come via
Negapatam, Penang and Singapore,
whence they are dispatched by any
available steamer. Before the war, mails
reached Hongkong via Suez usually in
about a month by P. & O. or French mail
steamer from Marseilles, but since the war
we believe the mail which arrived on
Sunday last by the *Devanha*, taking over
five weeks in transit, has been about the
nearest approach to pre-war times which
has yet been reached. Mails ought to
reach the Colony in better time via
Marseilles, Bombay and Negapatam.
They are presumably subject to delays
either at Negapatam or at Singapore, and
until we get mails by this route within
a month the agitation for a more
satisfactory service must continue. It is
possible to get London mails in Hongkong
within a month via Canada when they
come across the Pacific by the large
Empress steamers, but mails for Hongkong
never seem to come by that route, now
unless they are specially marked. We
notice that the British Chamber of
Commerce at Shanghai last December
made to the Postmaster-General in London
a suggestion that, pending the re-establish-
ment of a regular fast mail service between
the United Kingdom and China, a suppli-
mentary service should be instituted to
con

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PRICES GO DOWN.

AMERICAN MANUFACTURERS ALARMED.

New York, June 21st.

During the past week there has been a determined attempt in many parts of the country to sell goods at lower prices. The manufacturers are pressed for money and are rather alarmed by the accumulations. They have taken great pains and offered good suits, clothes and shoes at prices 50 per cent below those of a week ago. In many cases the big department stores and retailers have made similar reductions.

LEAGUE OF NATIONS.

AMERICAN LABOUR DECISION.

Montreal, June 20th.

After a stormy session, the American Federation of Labour endorsed the admission of America to the League of Nations without reservations.

Irish sympathisers bitterly opposed this action.

REPUBLICAN CANDIDATE.

DOES NOT REMEMBER IRISH LETTER.

Washington, June 20th.

Asked regarding his alleged views on the Irish question, Senator Harding declared that he had no recollection of writing such a letter.

SECRETARY'S STATEMENT.

Washington, June 20th.

Regarding the article published in London quoting the alleged views of Senator Harding on the Irish question, Senator Harding's secretary denies that Senator Harding wrote any letter discussing the Irish demand for freedom, and declares that there is no record in the Senator's office that such a letter was ever written.

The Secretary also declares that Senator Harding refused to discuss the Irish question at present.

BOLSHEVIK ENVOY.

DEPOSITS LARGE SUM AS BAIL.

Washington, June 20th.

The Bolshevik Envoy, Mr. Martens, has placed \$10,000 as bail, pending the decision of the deportation case.

ITALIANS EVACUATE MONTENEGRO.

SERBIANS TAKE THEIR PLACE.

Belgrade, June 21st.

It is officially announced that the Italians having evacuated Antivari, Dubligno and the whole of the Montenegrin coast the Serbians occupied the same. No foreign troops remain in Montenegro.

OLYMPIC POLO.

AMERICAN REPRESENTATIVES.

New York, June 20th.

It has been decided that a team of the United States Army officers, stationed overseas, should represent the United States at Polo in the Olympic Games at Antwerp. The team selected consists of Colonel Margetti, and Captains Harris, Rumbough, Allen and Tate.

TENNIS CHAMPIONSHIPS.

ALL AMERICANS IN FINALS.

London, June 20th.

In the Tennis Championships at Queen's, in the finals of the Singles, Johnston beat Tilden by 4-6, 6-2, 6-4.

In the Doubles' final, Johnston and Tilden beat Williams and Garland, by 6-4, 6-4.

All the players in the finals were Americans.

AMERICA CUP.

RESULTS OF TRIALS.

Newport, June 20th.

The *Hecla* beat the *Venitie* in the sixth trial by 2 minutes.

Barnstable, June 20th.

Shamrock IV, easily defeated by 237 seconds, the actual time over the triangular course.

MOTOR RACE.

UNION TOWN, JUNE 20th.

Tommy Milton won the 225 mile Universal Automobile Race in 1 1/2 minutes, 24 seconds.

SLUMP IN SILK.

NOT WORK ENOUGH FOR MILLS.

London, June 21st.

The *Daily Telegraph's* Macleodfield correspondent reports a serious slump in the silk industry, especially in Asiatic silks. The imports of made-up silks already exceed the figures for 1913. The orders received in Macleodfield during the last two months are insufficient to keep the mills running a week. Many mills fancy that the trade is already half-timing.

WASHINGTON.

FOURTH CITY IN THE STATES.

Washington, June 20th.

According to the census, Washington is the fourth city in the United States with a population of 293,739—an increase of 113 per cent in ten years.

THE BOULOGNE CONFERENCE.

HYTHE CONFERENCE DECISION.

London, June 21st.

The *Times* says that the Hythe Conference has decided that Germany be required to pay reparations in the form of annuities, extensible in accordance with her capacity. The minimum annuity contemplated is three milliards gold marks in 35 years.

EARLIER CABLES.

QUESTION OF GERMAN DISARMAMENT.

London, June 20th.

A Hythe Conference communiqué states that the French Government has accepted the suggestion by the British Government regarding the rate at which the German Government is carrying into execution the clauses of the Treaty of Versailles which relate to disarmament, and has therefore agreed to recommend to the Inter-Allied Conference at Boulogne that their military advisers be instructed to concert, at once, proposals for acceleration in the execution of the clauses of the Treaty of Peace dealing with German armaments relating to both men and material.

GREEKS AND ANATOLIA.

London, June 21st.

Reuter understands that in connection with the decision of the Hythe Conference to give the Greeks a free hand in Anatolia the share of the British and French Governments will be restricted to the defence of Constantinople and the Dardanelles.

The arrangement made at the first Hythe Conference for the payment of the French loan to the Greeks with the German loan has been found to be unworkable. Fresh proposals were discussed, but the details have not yet been officially disclosed.

MINISTERS AT BOULOGNE.

London, June 21st.

A Boulogne message says that Lloyd George, Mr. Millerand, Marshal Foch, M. Mariani, French Minister of Finance, M. Venizelos, Lord Curzon, Mr. Chamberlain and Sir Henry Wilson have arrived there.

A FIRM NOTE TO GERMANY.

London, June 21st.

The *Times* understands that the French Government has requested the French Government to draft a firm note to Germany regarding disarmament.

Marshal Foch and General Wilson dissented from Mr. Lloyd George's views in regard to granting a free hand to Greece in Anatolia against the Nationalists, the Marshals considering that they were by no means certain that Greek operations would be successful.

THE DAILY EXPRESS SAYS THAT THE CABINET HAS DECIDED TO REJECT THE DEMAND FOR THE WITHDRAWAL OF FRENCH FORCES FROM PERCIA, WHICH WILL BE LEFT ALL MILITARY AND REQUIRED.

DECISION OF AMBASSADORS' CONFERENCE.

Paris, June 20th.

The Conference of Ambassadors has arrived at decisions on the question of the disarmament of Germany in accordance with the decisions of the Inter-Allied Military Committee, which will be communicated to the heads of Governments at the Boulogne Conference.

It is understood that the decisions provide for the reduction of the German Army to 100,000 by July 10th, in accordance with the Peace Treaty.

GERMANY.

NEW CABINET ALMOST COMPLETE.

Berlin, June 20th.

Herr Fehrenbach has practically completed a Cabinet comprising members of the Centre Party, Democrats and the People's Party. The latter have apparently not abandoned the monarchist principle but have compromised in a manner whereby monarchism is provisionally subordinated.

THE WAR ON BOLSHEVISM.

THE POLISH OFFENSIVE.

London, June 21st.

A message from Warsaw says that, having re-established the situation in the north, where they hold the whole line to Berezina, the main effort of the Poles has been transferred to the Ukrainian front.

The Poles engaged the Bolsheviks at the confluence of the Pripiet, destroying two Soviet regiments. This operation freed the territory between the Dniester and Berezina and has given the Poles complete freedom of action south of the Pripiet, where they are threatening the Bolshevik rear.

It is anticipated that General Budienny's Red Army will be forced to fall back on the Dniester. Everything points to a vigorous counter-offensive by General Pilsudski's armies, which are being quickly re-grouped in the Ukraine.

LATEST CABLES.

AMERICAN SHIPPING LAW.

EFFECT ON BRITISH SHIPPING.

London, June 21st.

A leading London shipowner interviewed by a Press representative regarding the possible increased shipping competition from America said that if American legislation excluded our ships from American ports American exporters will be the worst sufferers. American shipping cannot run as cheaply as British on account of high wages and inefficient handling owing to want of experience.

The shipowner expressed his conviction that British shipowners need not be seriously perturbed at the combination of industry shelter, which will not have the approval of the majority of business interests.

EARLIER CABLES.

UNREST IN IRELAND.

SERIOUS FIGHTING IN LONDONDERRY.

London, June 20th.

During last night and the early hours of Sunday morning fighting took place in Londonderry on an unprecedented scale. Bands, armed with revolvers and rifles, were firing for hours. Five men are dead. Directly the troops stopped the fighting in one quarter it recommenced in another. Two shops were burned. Sinn Feiners drove off a fireman and dragged the fire engine to the Sinn Fein Headquarters. The total casualties are estimated at one hundred.

IRISH RAILWAYMEN DETERMINED NOT TO GIVE WAY.

London, June 20th.

Mr. J. H. Thomas, speaking at Scarborough, said the Irish railwaymen who interviewed the Premier had decided, whatever the consequences, that they would not give way. If Ireland and the military succeeded in exterminating the Irish problem, there would still remain the Irish workers to be solved. He asked the Irish workers to realise the consequences of starting to fight against machine-guns and militarism. Trade Unionists and the Government had national obligations.

RACIAL RIOTS.

SERIOUS CONFLICT AT HULL.

London, June 20th.

As the result of a serious conflict between white men and black sailors at Hull last evening, the contents of five houses were completely wrecked. Sixteen men have been sent to hospital, one being shot in the face.

The trouble is due to the increasing number of black sailors in company with white women. Two blacks have been arrested.

SERIOUS AFFAIR AT CHICAGO.

Chicago, June 13th.

Two whites one negro and a policeman were killed and several negroes were wounded in a race riot, following the reported burning of an American flag by negroes, demonstrating in favour of the "Back to Africa" movement.

THE MIDDLE EAST.

BRITISH NAVAL CONCENTRATION.

Malta, June 21st.

The Second Battalion of the Essex Regiment is under orders to leave as soon as possible. The light cruiser *Cardiff* is ready to embark the battalion to Constantinople. All available destroyers are likewise sailing eastward to-morrow. The cruiser *Bismarck* is following and all ships of the Fourth and the First Battle Squadrons are already in the Eastern Mediterranean except the *Ceres* which is now proceeding thither. Apparently the entire Mediterranean fleet is concentrating near the Middle East.

HUNGARY'S ISOLATION.

Vienna, June 22nd.

As the result of the boycott in Hungary, communication with that country has been severed except for Government and diplomatic messages.

THE BOY-SCOUT ORGANISATION.

INTERNATIONAL MEETING IN LONDON.

London, June 20th.

It is understood that the Government is giving full approval and assistance to the scheme for an international meeting of Boy Scout organisations which is being held in London during August. Contingents are to be despatched from all the Dominions and America. The latter is despatching 300 Boy Scouts by warship, whilst contingents are also to arrive from France, Scandinavia, Italy, Portugal, Belgium, Holland, Spain, etc.

BRITAIN'S COTTON TRADE.

CHEAPER COTTON GOODS PRESAGED.

London, June 21st.

The *Times* learns from Manchester that a decline in the prices of cotton is presaged by the failure of the Far Eastern demand; but manufactured goods are not expected to be cheaper in the Home Market until the spring.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

THE POLITICAL SITUATION AT PEKING.

FEARS ALLAYED.

PEKING, June 21st.

The Dragon Festival passed quietly and fear of a coup d'état is no longer entertained.

Chang Tso Lin arrived on Saturday and had an audience of the President yesterday.

Tao Kun was expected yesterday but postponed his departure owing to a slight indisposition.

Secrecy is preserved regarding the negotiations, which are proceeding between high personages but optimism increases.

[BY COURTESY OF THE "CHINA MAIL"]

JAVA-SINGAPORE AERIAL SERVICE.

Singapore, June 21st.

Arrangements are being made in Java for a commercial aviation service to Singapore.

[THROUGH REUTER'S AGENCY.]

RENEWAL OF ANGLO-JAPANESE ALLIANCE.

London, June 20th.

Writing in the *Observer*, Mr. J. O. P. Bland says that everything appears to emphasise the desirability of renewing the Anglo-Japanese Alliance under conditions calculated to reassure the Chinese and to regain their goodwill. He is of opinion that the Liberals in Japan will continue to gain ground, and the Jingo tendencies of the military party will soon be modified and restrained by the powerful force of public opinion. Viscount Uchida expressed to him the view that these ends will probably be facilitated, if Great Britain took the initiative in proposing the renewal of the Alliance with a new basis of common policy in China calculated to secure the approval and support of other nations concerned, especially the United States.

The future of the Alliance depends primarily to depend on the ability of the Japanese Government to make good its repeatedly declared policy of goodwill and non-interference in China, and in this connection all the ones tend to justify an optimistic view.

MANCHESTER'S FIRM STAND AGAINST SHANGHAI.

London, June 20th.

Some uneasiness has been caused in the Manchester Royal Exchange as a result of cables stating that the Peking Goods Association of Shanghai suggests that merchants and manufacturers in Lancashire should cancel contracts, owing to the fall in silver making it impossible to sell goods at a profit. Manchester firms are determined to act together and refuse to entertain the suggestion. It is pointed out that dealers in Shanghai made immense profits last year when exchange was favourable to them, and now that the position is reversed they should be willing to bear their share of losses.

SIAMSE PRINCE'S ADVICE TO BRITISH EX-OFFICERS.

London, June 20th.

Vice-Admiral Prince Abhakaree, of Chumphon, Siam, whom the King of Siam called to return home as he is going to visit Japan, has bought the torpedo-boat *Radant* and will navigate her to Siam personally with a British crew.

The Prince suggested that British ex-officers should try Siam, and pointed out that thousands of Germans have been deported from Siam never to return. He emphasised the enormousness of the rice that dealers in Siam have sent in their transport and railways, and declared that sanitation is improving, while sport is plentiful and of the best kind.

PARIS FAIR OPENED.

HOUSING PROBLEM PROMINENT.

Paris, May 9th.

M. Deschanel yesterday officially opened the Fair of Paris, which is now in full trim and ready for the thousands of visitors who are expected to come to the Place des Invalides. Nearly all the trades of France are represented at this exhibition.

The daintiest of articles de Paris are shown no less advantageously than the products of the great engineering firms of the Rhone Valley. A large section of the Fair has been given up to the building trade. There is an example of concrete bricks, which an unskilled hand can build up in a much shorter time than is needed in the ordinary way. A house of wood and concrete combined is also on view. This has the advantage of being made in portable sections, and only costing 6,000 francs.

There are many novelties to be seen in a motor-car section. One of them is a 6,000 franc car, "Le Ferrari," which can be opened, closed, or changed into a luggage-carrier in the twinkling of an eye.

Electricians have many improvements to offer the home-lover—appliances which appeal by reason of their cleanliness and the time they save. Among these are an electric plate-warmer and a clever "hot-water" bottle, which heats as the foot is laid upon it.

The fine specimens of agricultural machinery which are on view show that France is making a great effort to meet the deficiencies of farm labour. The chemical trades are also well represented. Among the crowd of visitors who have already reached Paris the English element is conspicuous. A number of Bombay merchants were also noticeable, and they were particularly interested in the French types of goods which Birmingham produces.

WOMEN IN HONGKONG.

June 22nd.

As this will be very nearly the last of my contributions about women in Hongkong, before my departure from this Colony, I propose to review briefly the various subjects I have dealt with during the last nine months, and the results, if any, of my attempts to stir up and awaken the interest of the general feminine public in matters concerning their special affairs. No one can say truthfully that it is easy to move the placid acceptance of things as they are. It would need a typhoon of genius and a strong personality backed by an assured position to break down the walls of indolence that enclose the mental horizon of most of our women. Sometimes a stone is dropped causing a tiny ripple, but this soon settles down again without displacing the plaster of the walls, so that not a drop of the fresh waters of progress can penetrate. One hopes that now that so many of the older people who have controlled the few charitable or public institutions are retiring, and new people have come to the Colony, fresh from the centres of life and the new efficiency, more progressive and energetic methods may be introduced, for nothing on earth, and certainly nothing in Hongkong, is so good that it does not leave room for improvement. We do not want revolutionary or experimental methods, but we want the most modern of the tried and approved methods of other places.

In the past the policy of most of the women-workers has been to keep the control in the hands of a very small committee and to discourage criticism or inquiry. There has been an idea that it would be difficult to preserve harmony in a big crowd, but this has not been the case in other countries where larger committees have been successfully controlled. Here all the women's work is in the hands of a few people, who ask of their co-workers nothing but a polite acquiescence in the decisions arrived at by the executive which, in most cases, has appointed itself or inherited office from some retiring member. The disadvantage of this system is that no one is ever quite satisfied with the way things are done, and perfectly honest and useful work is hampered by back-handed criticism and suffers from lack of co-operation and mutual help and tolerance. One hears tales of misadministration and of abuses, but no measure that is adopted or any new scheme that is launched, not because there is anything wrong with the scheme, or the administration, but because subscribers and members have not been consulted, or allowed an expression of opinion.

Reports when issued—if they are considered necessary—are so handled and boiled down that they do not convey any information, and if a newspaper reporter is admitted to a meeting he is often only allowed in when discussion is over and any futile attempts at opposition swept away and delegated to seeming obscurity. The danger in this squashing is that which, you bottle criticism, it is likely to ferment and eventually burst out in an explosive and destructive stream, whereas if allowed free expression in the usual channels it would most likely prove helpful and constructive.

My first article in Hongkong gave a brief review of the work of the Ministering Children's League. I did not then foresee that this old and time-honoured institution was to be the cause of a great deal of squabbling and heart-burning. Then appeared to be smiling and hopeful, and I wrote that "The M.C.L. has kept its flag flying since Lady May, at the request of Lady May, started the Hongkong branch. Originally intended to be a bond between children all over the world, the nature of the work has somewhat changed, and the extraordinary conditions of the last few years have tended rather to divert the attention of the Committee from the children's interest to the necessity of raising funds for various organisations in the Old Country. It is now sincerely hoped to bring things back to the old form, to see the beautiful ideals of the original founders carried out and the bond of love, kindness, and general help established among the members by means of reunions of the children."

The above was written on October 14th, 1919. Since then, upheaval and re-organisation have been the order of the day. The name was changed at a small meeting and a number of old members expressed their intention of dropping out of the society. They should, of course, have sent in their resignations, but such a course was too businesslike and practical. However, the dissatisfaction was so general that it was not possible to ignore it. By notice in the local Press that a meeting of the League, under its old name, is called for on Tuesday morning, the day my notes go to Press. I hope to deal with the results of the meeting in my next article when I shall have had time to hear the general opinion on the new arrangements.

Another matter on which I have tried to arouse the interest of women has been child welfare work, which is practically nonexistent in this Colony. The average mother in Hongkong has never given a thought to the idea of education, based on scientific lines, for her children. Everything is haphazard. The child is born, and handed over to an ayah, till it gets too old for her control. Then it passes on to the Peak or some other school for a certain number of hours each day, and in due course is sent to a school in England.

With luck a good school is chosen, and the bad influence of the careless early years may be counteracted, so that the child turns out a fairly average citizen. But in these days, when some of the finest brains in the world are trying to improve the training and the physique of our children, we are robbing them of a large portion of their heritage, if we do not study and strive to give them of our very best. Every mother should be head nurse and boon companion to her children. Any trouble or study that is spent for her children will repay her a thousand-fold.

Child slavery among the Chinese was a subject I tackled with extreme humility, for a blunderer who I have been puzzled and heart-broken over the problem. "To-day it looks like creating a stir in home circles. We out here stir ourselves off from the problems of the over-whelming race, who pass and repass us every day, who serve us in some ways and whom we serve in other ways. We are the governing race in this Colony, but we are too full any to tread upon the toes of the great dragon. We leave him to his own customs and habits, and if some of us women feel that the status of women in China is intolerable in this age of progress and civilization, we try to dismise the thought, for we must realize that our own vaunted civilization does not display a great example of women's independence and efficiency in the circumstances of our daily existence in the East. Our lives are the lives of butterflies and parasites, and few of us are able to do anything to justify our title to independence and superiority over the Oriental woman. How then can we criticize or set an example to our Chinese sister who works and toils and takes her share in the productivity, if not in the pleasure, of the world?"

The V.A.D. was another of my subjects, and I tried to arouse enthusiastic support when Mr. Ralphs proposed to reorganize the force and make it a permanent interest and useful sphere of training and work for women. People were tired of it and lost an opportunity, for it was intended, I believe, to include lectures in Mothercraft and many other useful subjects.

The most important of all the matters I took up was the Hospital question, as it affected women. In fact it is the one subject on which every woman should expend her energies and her powers of organization and persuasion. Not only have I written, but I have personally begged women of Hongkong to combine and make things thoroughly uncomfortable for existing ones until they see the work of constructing a Maternity Hospital in full swing. But no one seems to bother much. Hongkong men have a name for giving generously to public subscriptions. If a number of women decided to collect sufficient money to purchase the land, or hire temporary quarters, and start a modern Maternity Home, it would hardly be possible for the Government to refuse their permission to do so on their own account.

Such enterprises have been undertaken and successfully launched in many towns, and in almost every case the women have been the prime movers. We have the Government's repeated assurance that the need is recognized, and that the matter is receiving attention, but this attention seems to be growing into a sort of unproductive habit. Mr. Holyoak is the latest spur, and every woman in the town should be an extra spur. It is no secret that the Peak Hospital will shortly close its doors to patients, so that the hospital resources of the Colony will be further reduced. It will be interesting to see how long the Colony will be able to stand the shortage and whether things will soon begin to move.

THE SCRIBBLER.

MISSIONS TO RUSSIA.

RED OBJECTIONS TO LEAGUE OF NATIONS.

A Moscow wireless message says:—

The Soviet Government is especially interested in seeing that representatives of all nations shall become acquainted with the situation in Russia. The Soviet Government is therefore prepared to grant admission to Russia to all newspaper representatives who give the smallest guarantee that they will not abuse the hospitality of the Russian people.

The British trade union delegation will be received in Russia as the guest of the Russian trade unions, and will be afforded all facilities for a comprehensive study of the conditions in Russia.

The Central Executive Committee agrees in principle to the admission of a delegation of the League of Nations into the territory of Soviet Russia, and to grant them facilities for becoming acquainted with the conditions in Russia, and to their having such freedom as is enjoyed by representatives of other countries in territory of a sovereign State.

In view, however, of the fact that certain members of the League of Nations are actively supporting Poland, which is waging war against Soviet Russia, with military and military instructors, the Central Executive Committee cannot at the present time, by reason of military considerations, admit into Russia any delegation among the members of which are representatives of the war imposed upon Soviet Russia.

The Central Executive Committee has appointed a committee, consisting of Comrade Kamenev, Latorfinski (I. Latorfinski), and Kurnsky, who, jointly with the Commissary for Foreign Affairs, M. Tschetshin, are authorized to admit at the proper time the delegation of the League of Nations without invoking a meeting of the All-Russian Central Executive Committee. Wireless Press.

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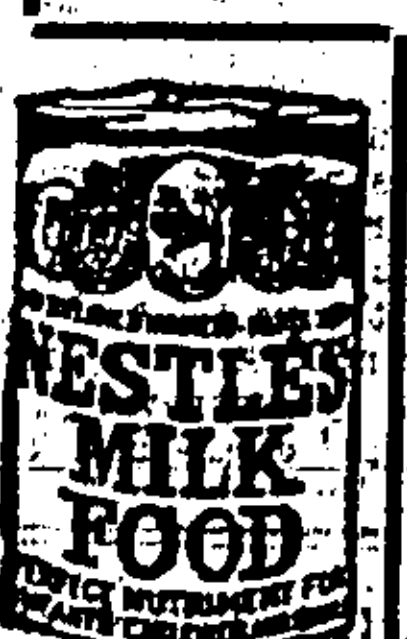
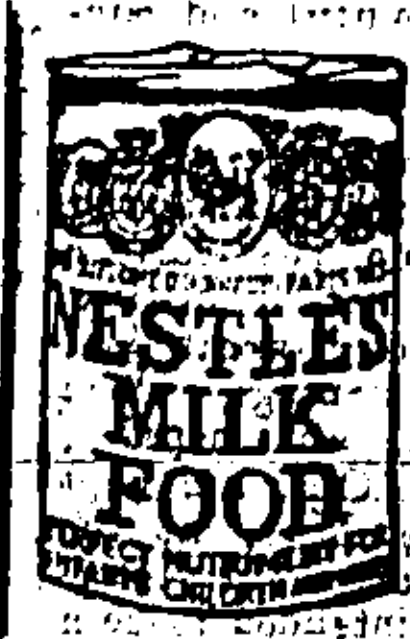
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THE TURKISH HAND AT BAKU.
PERILOUS POSITION OF ARMENIA.

The Times correspondent at Constantinople wrote on May 6th:—
The latest news from Transcaucasia, though scanty, gives the impression that the revolution at Baku was the work of the pro-Turkish Ittihad Party, acting in collusion with the naval and military forces of Soviet Russia. The members of the Musavat Party appear to have fled from the town, which is reported to be quiet. It is garrisoned by 6,000 Russian Red troops and a relatively small local force, the bulk of the Azerbaijan Army having been sent south to fight the Armenians.
Nuri Pascha, having to win the Daghestan mountains to the Turco-Soviet cause, has returned to Baku, and is believed to have thrown in his lot with the Soviet Government of Baku, over which provides Chief Commissary, Narimanoff, and to which Turkish adventurers are likely to give support.
About 30 British, including members of a small naval mission, were in Baku at the time of the revolution. They seem to be well-treated, but are under surveillance, and, according to a Transcaucasian rumour, will be held as hostages pending the release of the Turkish Unionists interned at Malta.
Meanwhile the situation of the Eriwan (Armenian) Republic is most perilous unless it can compromise with Moscow and the Soviets. The Baku revolution occurred while the Armenian and Tartar delegates were conferring at Zangezur. It was followed by two ultimatums, addressed one from the Soviet Government of Baku, the other from the South Russian Soviet Government (whatever that may be) to the Armenian Republic, summoning it immediately to evacuate Shusha and Zangezur, couched in terms that only admitted of a negative reply.

An official state of war now exists between Armenia and Azerbaijan, and, the latter State, having recently bought up for its army the entire armament, including great quantities of rifle ammunition, on the Caspian, has better supplied with war material. In these conditions it is probable that Kiazim or Karabekir's forces will shortly attack Yerevan and Ardahan from across the Turkish frontier.

The latest developments suggest that the Moscow Soviet, having deluded the Armenians with peace proposals, will now hand them over to the tender mercies of the Turks and Tartars, in pursuance of their Pan-Islamic intrigue. To the international wing among the Soviets the strong nationalism of the Armenians is doubtless abhorrent. To Nationalist Russians of the type of Bravine, who is working against Great Britain in the Middle East in a fashion which suggests that between the old Tsarist and the modern Bolshevik policy in Asia there is little to choose, an independent Armenia is an obstacle. Therefore it is very possible that the next few months may see the renewal of the campaign to the extermination of this unhappy race under the auspices of Moscow, Baku, or Ankara (the centre of Kemal's Nationalists).

Meanwhile the Georgians show signs of uncertainty. On the one hand they are making preparations to meet the Soviet attack, on the other hand, their annoyance at their failure to obtain Batum from the Entente Powers renders them liable to the influence of anti-Entente intrigue. The recent destruction of the Kobuleti bridge on the railway linking Batum with the Transcaucasian line certainly suggests the presence of pro-Soviet forces in their midst. We may pay dearly yet for the premature abandonment of Transcaucasia.

WORLD'S COSTLIEST HAT.
REBUFF TO AMERICAN MILLINERS.

Members of the Millinery Jobbers' Association of America are a little upset by the receipt of a note from M. Jusserand, French Ambassador at Washington, politely yet firmly refusing the proposed gift of a \$21,000 hat specially designed for him. Jusserand, wife of the President of the French Republic. The "chapeau extraordinaire" which was subscribed for by 20,000 members of the association, was designed as a tribute to the milliners of America to Parisian creative art, and was a wondrous and gorgeous affair, consisting of vari-coloured silks and tulle, Paradis plumes, each costing about \$100. After the hat had been "built" and pictured in every journal in New York, Mr. Henry Bernhard, president of the association, according to voracious newspaper reporters, sent a "nice, chubby little cablegram" to M. Jusserand as one president to another, asking if there were any barriers to his sending the creation to Madame, charges prepaid and minus the bill.
After a long silence Mr. Bernhard sent an unofficial cablegram to "the Tumulty of France"—Mr. Tumulty is the genial Irish-American major-domo at White House—who, we are told, responded in the name of the Society for the Prevention of Cruelty to French Milliners, quoting four-teen points of argument for the rejection of the offer, the gist of which was that as Paris was the centre of hat style, a hat precedent would be established if the American gift were accepted, and that Parisian milliners could see no sense in sending, as it were, "cotton to Newcastle." Officially M. Jusserand informed Mr. Bernhard that President Deschanel joined with the association in hoping that in questions both of art and trade the two countries will more and more work together to their common advantage, but that it was not possible for Madame Deschanel to accept any gift of value, "in revenge" for the action of the French milliners in "placing the thumb of derision to the nose of scorn" members of the association plus to "build" twenty-four of the finest creations of the American milliner's art, and placing them on the heads of two dozen of the most beautiful Parisian girls to conduct a "millinery fashion parade" along the Champs Elysees, Rue de la Paix, Rue de Rivoli, and wind up with a grand faraway torchlight procession through the Arc de Triomphe.

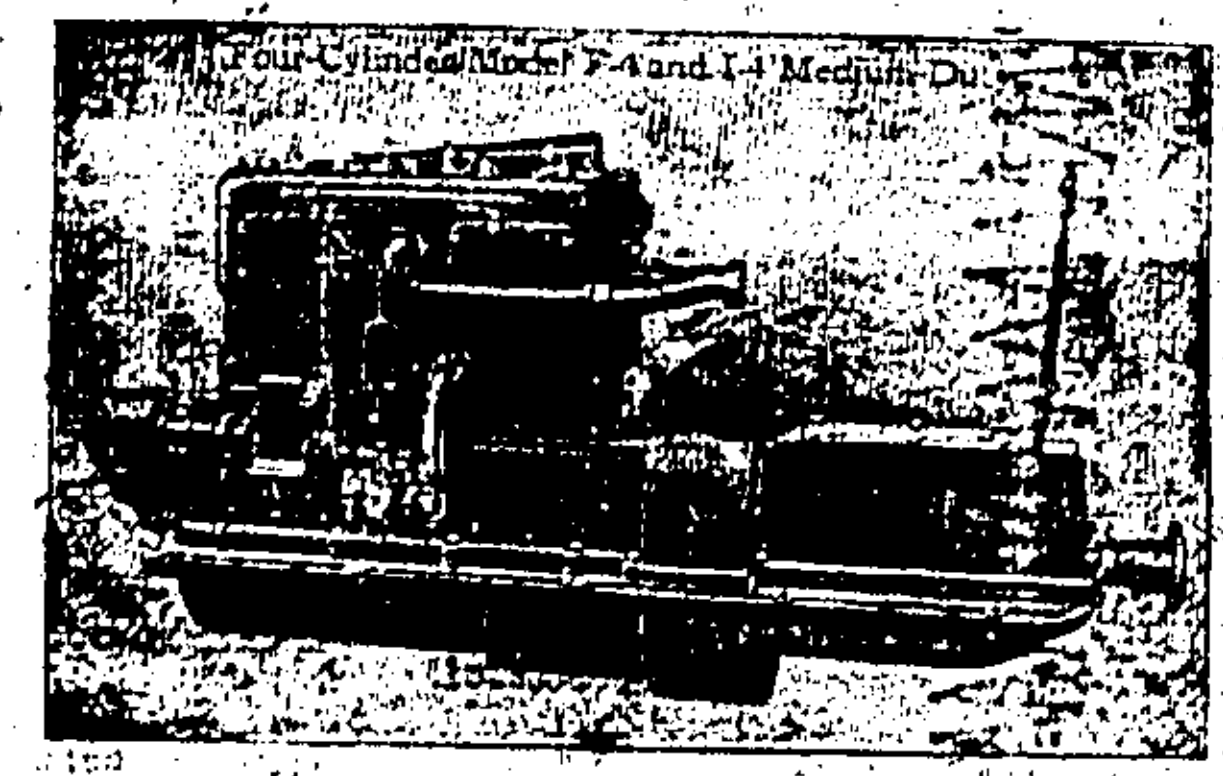
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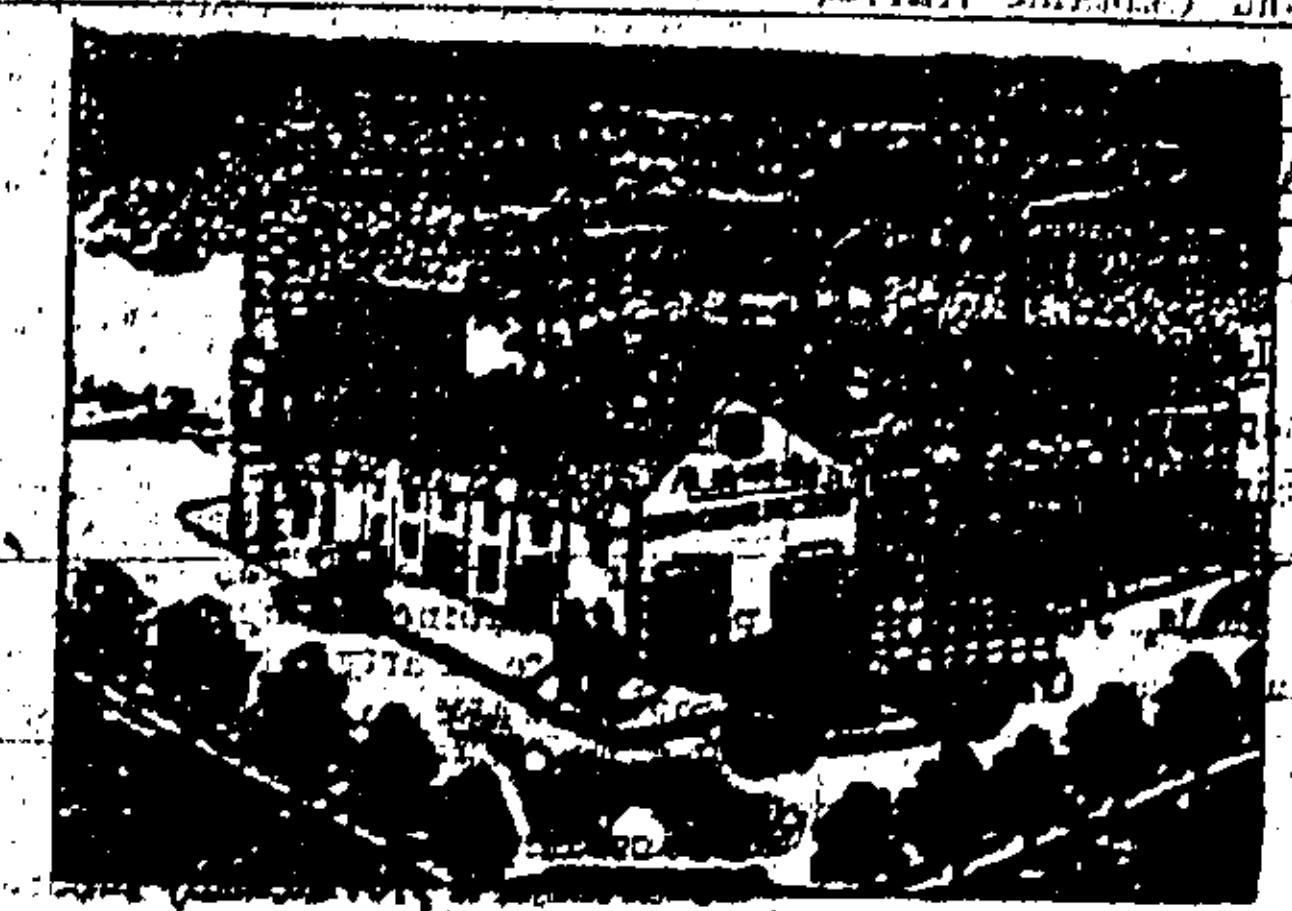
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SCOTTISH SPORT.
SCOT WINS TEN MILES CHAMPIONSHIP.

[FROM OUR OWN CORRESPONDENT.]

May 12th.
The long deferred race for the ten miles championship of the world between the Scot, G. M'Crace, and Jean Vermoulen, France, was run off at Powderhall, Edinburgh. The engagement was originally timed for last year, but had to be postponed, M'Crace having to undergo an operation for appendicitis. Both men are well-known and in the front rank of distance track runners. M'Crace, the Black-nock pit lad, having had a quite meteoric career. When Vermoulen annexed the ten mile title at Manchester in 1914, beating the title-holder, M'Crace, by a margin of one-tenth of a mile. M'Crace was then a rising star, and was talked of as a rival to the Frenchman. The war, however, intervened, but M'Crace set the hall-mark on his running in August 1913, when he broke the long distance record of Cunningham of Paisley. The race was somewhat disappointing; it did not resolve itself into the great test anticipated. The Frenchman ran poorly, and was a better man almost from the crack of the pistol. M'Crace bounded away, and round after round gradually increased his advantage. He moved with all his accustomed freedom of action, in marked contrast to his rival's laboured style. The pace set by M'Crace was not too fast, as the first mile was covered in 4 mins. 40 secs., compared with the 4 mins. 37.2-5 secs. in his record run of 1913. The other miles were run somewhat similarly, the Scot taking matters fairly easy when he saw that he had his rival disposed of. The time for the full ten miles was 53 mins. 23.4-5 secs.

THE CRICKET SEASON.
The series of Scottish County Championship games was started by Clackmannan County and Fife, unfortunately it had to be abandoned owing to rain. A keen interest was shown in the Western Union matches, but the weather permitted only two of them to be completed. Glasgow University were beaten by a strong side of the Grange; the students put up quite a good appearance. The feature of the match was the bowling of Preston, the new Grange professional, who secured nine wickets for 24 runs. One of the best events of the day was the score of D. C. Stevenson, of Forfarshire, against Cupar, who was undefeated at the finish of the innings with 131 to his credit. D. Duncan, of Forfarshire, scored 100, not out against Kirkcaldy. Glasgow Academicals made quite a good show against Watsonians. Grange, 134 for 9; Glas. Univ., 31. Watsonians 136 closed; Glas. Acad., 94 for 3. Police, 47 for 7; Ferguslie, 35. Greenock, 79; Ayr, 42. Glasgow, 82; Edin. Academy, 41. Forfar, 123; Brunswick, 83. Forfarshire, 223 closed; Kirkcaldy, 71 for 6. Forfarshire, 209 closed; Cupar, 30. St. Andrews Univ., 53; Ayr, 49. Perthshire, 111; Edin. Univ., 85. Loretto, 151 for 7; H.M.S. Queen Elizabeth, 64.

R. AND A. SPRING MEETING.
When the gunshot was fired after the last couple had holed out in the spring competition of the Royal and Ancient Club, it proclaimed Major Guy Campbell as the winner of the Silver Cross. Mr. J. F. Myles, who formerly captained the Oxford side, secured the second award, the Bombay Medal. The occasion marked two re-births—the restoration of the spring meet, and the return of Major Campbell to his medal winning on the old course. Major Campbell, who has had 18 years' military service, is now out of the Army, and is specialising in sporting journalism. For four years after the outbreak of war he served in France and Belgium, and latterly was in India. He knows St. Andrews like a book, having won half a dozen Royal and Ancient medals, including the Autumn Medal, and he has now registered his fourth success for the Silver Cross.

PROHIBITION IN U.S.A.

TOTAL LOSS TO THE REVENUE.
Washington, May 6th.
Prohibition is costing the American people 532,000,000 dollars yearly, according to a statement made in the House of Representatives by Mr. Gallivan (Democrat), of Massachusetts. The loss includes 444,000,000 dollars shortage in the inland Revenue taxes on liquor and 88,000,000 dollars expenditure on the enforcement of the law. There are more illicit stills and a greater trade in contraband liquor, Mr. Gallivan said, than before prohibition came into effect. The control of Congress in the next Presidential election, he declared, may be decided by prohibition, as it would no more be kept out of politics than ocean could be swept back.

Reports reach Washington that voters in the leading hotels in Chicago have formed a union to make their patrons during the Republican convention pay \$3 a pint for whiskey. Political conventions are notorious for exorbitant prices, but delegates are asking whether they shall go on strike and break the power of the union, or take the risk of carrying their own supplies. Meanwhile the Government prohibition agents are trying to find out how the waiters expect to get their whiskey and become fabulously rich by smuggling into the comfort of politicians. —Herald.

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[The light cruiser "Kent" is no longer fit for naval service. — Press announcement.]
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"LOONGSANG" Sat. 26th June, 3 p.m.
"KONGSANG" Sat. 26th June, 5 p.m.
"CHONGSANG" Sat. 26th June, 7 p.m.
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CAPITAL PAID-UP 720,000,000

President: Mr. T. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a large number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are completed in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates, and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 9, Bays, Avenue.

SHIPPING NEWS

ARRIVALS.

June 21st

Cheng Shing, British str., 1,200 tons, Capt. van Cortlandt, from Tientsin and Wei-hai-wei, with a general cargo. J. M. & Co.

Chien On, Chinese str., 234 tons, Capt. Chan, from Kwong Chow Wan, with a general cargo. Lee Hong.

Shun Shing, Chinese str., 207 tons, Capt. de Souza, from Kwong Chow Wan and Mucuo, with a general cargo. Po On & Co.

Wing Hong, Chinese str., 204 tons, Capt. Cordova, from Kwong Chow Wan, with a general cargo.

June 22nd

Burumbuck, British str., 1,358 tons, Capt. Pritchard, from Ching Wan Tao and Swatow, in ballast. Dodwell & Co.

Haiyang, British str., 1,000 tons, Capt. Thomson, from Java, with a cargo of sugar. J.C.J.L.

Nikko Maru, Japanese str., 3,087 tons, Capt. Kusano, from Melbourne and Manila, with a general cargo. N.Y.K.

CLEARANCES.

June 21st

Paoting, for Cebu.
West Higon, for Los Angeles.

June 22nd

Hoching, for Foochow.
Hok Chuan, for Kwong Chow Wan.
Hsin Tai, for Shanghai.
Kaiying, for Haiphong.
Shun Shing, for Kwong Chow Wan.
Yi Maru No. 2, for Chingwan-tai.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Persia Maru* sailed from Yokohama yesterday, and is due at this port on the 29th inst.

VESSELS EXPECTED.

Atsuta Maru (Hamburg line), from Rotterdam, due July 5th.
Atsuta Maru, due July 3rd.
Atsuta Maru, from London, due June 30th.

Bellerophon, due July 13th.
Demodocus, due June 27th.

Durban Maru (Hamburg line), eastward bound, expected June 23rd.

Empress of Russia, from Vancouver, due June 24th.

India Maru (European line), from Japan, expected June 25th.

Katori Maru (American line), due June 24th.

Kyo Maru, from Valparaiso, other South American ports and San Francisco, due June 29th.

Laurelton, due June 28th.
Mathews, due June 24th.

Methven, from Vancouver, due June 28th.

Nagano Maru, from Calcutta, due June 30th.

Yingchow, due July 18th.

Penang Maru (Liverpool line), eastward bound, expected June 24th.

Persia Maru, from San Francisco, due June 29th.

Pyrhus, due June 28th.

Rieserwald, due July 25th.

Sunni, from Rotterdam, expected about July 25th.

Tango Maru (Austrian line), from Japan, expected June 23rd.

Tegu, from Shanghai, due June 23rd.

Thesus, due June 24th.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	8th July	10th July

SAILING DUE TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—BUTTERFIELD & SWIRE Agents.

HOTELS IN JAPAN & MANCHURIA

JAPAN HOTEL ASSOCIATION.

IN JAPAN PROPER

Chuganji Hotel	Kobe Hotel
Imperial Hotel	Kyoto Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel

IN MANCHURIA

Chuganji Hotel	Kobe Hotel
Imperial Hotel	Kyoto Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel
Yokohama Hotel	Yokohama Hotel

THE FIRE ON THE "SUWA MARU."

The Nippon Yusen Kaisha passenger liner *Suwa Maru*, which was damaged by fire in Seattle on the night of May 31st, will be temporarily repaired there and sail for Yokohama on schedule time.

The fire started near the inquiry office and practically gutted the forward first class accommodations, including the dining room, some of the cabins, the smoking room and wireless operator's office. The fire department and ship's crew acted promptly and had the blaze under control in about an hour after it was discovered. There were no casualties either among the passengers or crew. The cargo was not injured and discharging was resumed shortly after the fire was extinguished. After a survey by Lloyd's and the N.Y.K. officials it was decided to make temporary repairs at Seattle and proceed to Yokohama for a complete overhauling. She will probably be unable to carry her full list of passengers on account of the accident. The *Suwa Maru* is due at Yokohama on July 1st.

WEATHER REPORT.

June 22nd, at 12.01.—No returns from Japan and Vladivostok.

Pressure changes since yesterday are slight; it is lowest over Tongking.

Hongkong rainfall for the 24 hours ending at 4.0 a.m. to-day, 0.00 inch. Total since January 1st, 44.47 inches against an average of 34.70 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock S. and S.W. winds, moderate; cloudy, occasional rain.

Fortress Channel The same as No. 1.

South coast of China between Hongkong and Lamook No. 1.

South coast of China between Hongkong and Haian No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 22nd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer	29.70	29.69	29.68
Temperature	87	83	87
Humidity	66	70	76
Wind Direction	SW	SW	SW
Force	4	3	4
Weather	0	0	0
Rain	0.01	0	0

Highest open-air Temperature on 21st... 84

Lowest open-air Temperature on 22nd... 82

HONGKONG TIDE TABLE.

From June 22nd to 28th 1920.

	HIGH WATER	LOW WATER
Days of Month	H'kong Standard Time	H'kong Standard Time
Wed. 23	h. m. 3 42	h. m. 8 25
Thurs. 24	h. m. 4 38	h. m. 10 18
Fri. 25	h. m. 5 34	h. m. 11 15
Satur. 26	h. m. 6 30	h. m. 12 12
Sun. 27	h. m. 7 26	h. m. 1 9
Mon. 28	h. m. 8 22	h. m. 2 6
Tues. 29	h. m. 9 18	h. m. 3 3
Wed. 30	h. m. 10 14	h. m. 4 0

C.P.O.S.

SAILINGS

HONGKONG-VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

Steamers	From Hongkong	To Vancouver
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 18	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Fares and other information please apply HONGKONG OFFICE, Telephone 751. Cable address: CACANPAK.

CANADIAN PACIFIC OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" about end of July

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "PILSNA" on or about 11th July.

for BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading to LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

On or about 15th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "RIOJUN MARU" On or about 27th June.

For JAVA

S.S. "HOKUTO MARU" On or about 27th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA-STREAM NAVIGATION CO., LTD.

AND APAR LINE.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Agents.

110

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call

N.C.S.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to:—

PACIFIC MAIL S.S. CO.

Hotel Mandarins

Cable address "BO LAGO."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (calling Manila & Keelung) Wednesday, 30th June, at 11 a.m.

KATORI MARU (calling Manila) Sunday, 4th July, at 11 a.m.

TOYOHASHI MARU (calling Manila & Keelung) Sunday, 16th Aug., at 11 a.m.

KASHIMA MARU (calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

INABA MARU ... Saturday, 26th June, at Noon.

KAMO MARU ... Friday, 26th July, at Noon.

IYO MARU ... Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Thursday, 24th June, at 11 a.m.

NIKRO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Friday, 2nd July.

CALCUTTA & BANGALON via Singapore & Penang.

MALACCA MARU ... Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKRO MARU ... Wednesday, 23rd June, at 10 a.m.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU ... Thursday, 24th June.

PENANG MARU ... Friday, 26th June.

ATSUTA MARU ... Thursday, 1st July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 221 & 222 S. YASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephone 2477 & 2475

AGENTS.

5th Floor

HOTEL MANDARINS

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C., VIA

SHANGHAI, NAGASAKI, KOBE &

YOKOHAMA.

S.S. "MATTAWA"

will sail from Hongkong on or about the 26th June.

Through Bills of Lading issued to Canadian and U.S. overland points.

For Freight apply to:—

P. A. COX,

Acting General Agent.

C.P.O.S. LTD.

1054

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS

"GARO" (Cargo only)

July 2nd

"HYAH PING"

July 4th.

"VICTORIA"

For Passage and Freight apply to:—

THE CHINA & AUSTRALIA S.S. CO.

Agents.

113 Connaught Road Central.

AMERICAN & ORIENTAL LINEFOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGUN BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.**"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.**

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "RATHLAMBA" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.**THE BANK LINE, LTD.**

or to Rina & Co., Canton.

General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

MANILA & ILOILO	"HUPH"	On 23rd June, 4 P.M.
SWATOW and SINGAPORE	"KANCHOW"	On 24th June, 11 A.M.
SHANGHAI	"HINE LANU"	On 24th June, Noon.
SHANGHAI and TSINGTAO	"FEAN"	On 25th June, 4 P.M.
WARRATW, CHEFOO, & TIENTSIN	"HUI CHOW"	On 27th June, 4 P.M.
SWATOW and BANGKOK	"CHUBAN"	On 28th June, 11 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow
For Freight or Pass apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

**REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passenger Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.**

FOR

**SWATOW, AMOY AND FOOCHEW
AND RETURN.**

(Occupying 8 to 10 Days).

"HAILONG"	... Capt. J. B. Thomson	FRIDAY, 25th June, at 2 P.M.
"HAILONG"	... Capt. W. G. Parnock	TUESDAY, 29th June, at 2 P.M.
"HAILONG"	... Capt. A. E. Stewart	FRIDAY, 2nd July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Bika Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIR & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

**AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

Sailings from Hongkong.

"DEUCALION"	... via Suez	5th July.
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Steamers proceed via Red Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD.
HONGKONG AND CANTON BESS & CO. HONGKONG.

**P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	8,000	29th June	Marseilles, London & Antwerp
"DEVANHA"	8,100	17th July	Marseilles, London & Antwerp
"DILWARA"	8,400	17th July	Straits Colombo & Bombay
"LABORE"	8,000	28th July	Marseilles, London & Antwerp
"KALYAN"	9,000	10th Aug.	Marseilles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS" | 7,000 | 4th July. | Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	10th July.	For Sandeas, Thursday
"EASTERN"	4,000	13th Aug.	Island, Cairns Townsville, Brisbane Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	28th June.	Kobe direct.
"LABORE"	8,400	3rd July.	Shanghai & Japan.
"DILWARA"	8,400	5th July.	Shanghai Only.
"KALYAN"	9,000	13th July.	Shanghai & Japan.
"JEYPORE"	5,500	14th July.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

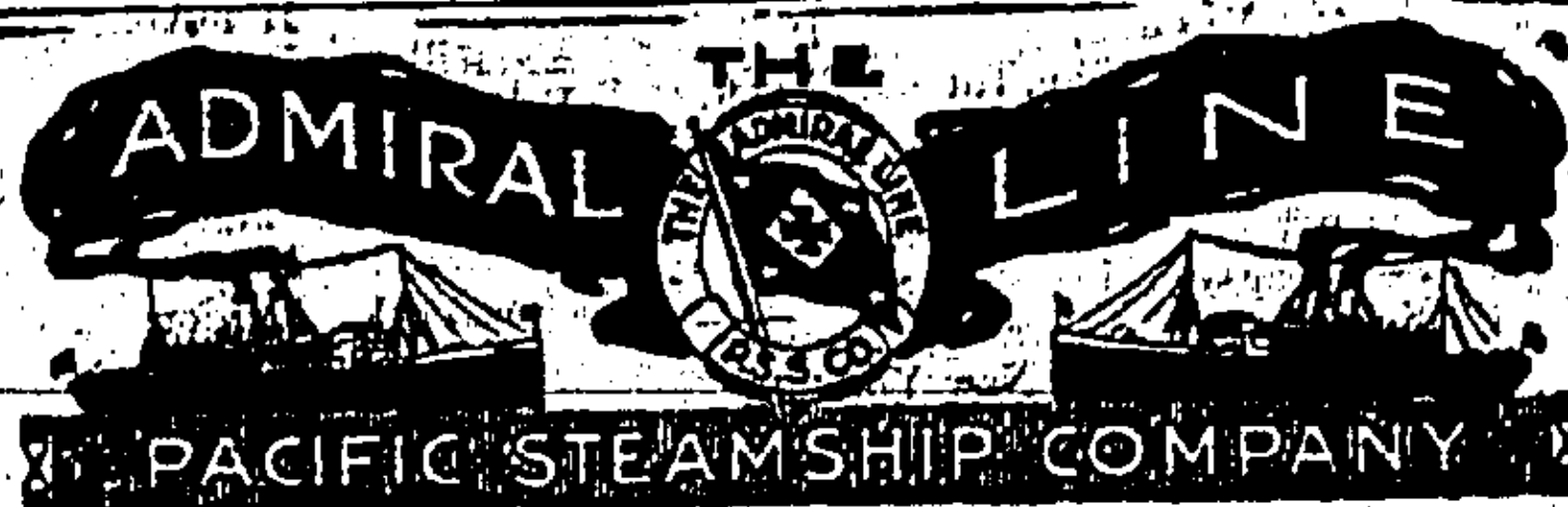
Tickets interchangeable with those issued by R.M.S. Company's steamers between
Straits, Java, Burma, Orizora, India, Persia, Europe, London & Antwerp.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2ft. x 2ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors. Claims must be presented within ten days
of MONDAY and THURSDAY. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC CRUISE SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"END COTT"	... About July 10th.
"WHEAT"	... About July 15th.
"ELDRIDGE"	... About July 20th.
"ELKTON"	... About Aug. 10th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"ABERCROMBIE"	... About July 4th.
"PAWLET"	... About July 10th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 10,000 tons. 11,000 tons.

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU.

"NANKING" "CHINA" "NILE"

Aug. 18th. July 22nd.

An unsurpassed high-class passenger service.

For Freight and Particulars apply to
MACKINNON, MACKENZIE & CO.,
Agents.
Telephone, Passenger Dept. 1834. Telephone, Freight Dept. and Agent 2161.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"PERSIA MARU"	9,000	July 6th.
"KOREA MARU"	20,000	July 14th.
"SIBERIA MARU"	20,000	Aug. 10th. (from Yokohama)

* Calling at Keelung

SOUTH AMERICAN LINE.HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, BALBOA, PANAMA, ALLAO, ARIACA
and IQUITOQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"KIYO MARU"	17,500	July 15th.
"ANYO MARU"	18,500	Sept. 2nd.
"SEIYO MARU"	14,000	Nov. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Port of Call in Japan free of charge.
For all information as to rates, freight space, sailings, etc., apply to
Y. TSUTSUMI, Manager, King's Building.
Telephone 2274 and 2275.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOREA & YOKOHAMA	"AMAZONE" 10,000 "ANDRE LEROUX" 10,000 "PAUL LECAT" 20,000	On or about 17th July. On or about 30th July. On or about 10th Aug.
SHANGHAI (Only)	"MARSEILLES" via SAIGON, HINGA, POKE, COLOMBO, DUEBUT, SUEZ, PORT SAID	"PORTHOS" 30,000 On or about 25th June.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

**O. S. K.
OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"HONOLULU MARU" And of Aug.

BUENOS AIRES, RIO DE JANEIRO, SANTOS.

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" Sunday, 8th Aug.

"CHICAGO MARU" Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Sunday, 16th July.

"SIAM MARU" Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHIBEN MARU" Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island

"MADRAS MARU" Saturday, 25th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" Tuesday, 28th June.

"ARIZONA MARU" Saturday, 17th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" Saturday, 2nd July.

JAPAN PORTS—Moff. Kobe, Yokohama & Yokohama.

"KOBOKU MARU" (Yokohama & Kobe) Friday, 25th June.

KEELUNG, SWATOW, & AMOY—Three steamers

have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALU MARU" Sunday, 27th June.

TAKAO via SWATOW & AMOY.

"KOSHU MARU" Thursday, 1st July.

For sailing dates and further particulars please apply to

Y. YABUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

**LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.**

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

Due	Leave	Arrive	Due	Leave	Arrive
SS. WEST MONTOP	July 10th.	SS. WEST MONTOP	July 12th.		
SS. WEST HIRA	Aug. 10th.	SS. WEST HIRA	Aug. 12th.		

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.
Ship's connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.
Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai.
Hongkong Office—Queen's Building, Chater B.
Tel. No. 1024.
CHAS. E. RICHARDSON
General Agent for South China

